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GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

DAVID A. COLE
COMMISSIONER

June 1, 2009
Subject: **Ferry Boat Construction**
Federal Project No: FBD-1168(100)X
State Pin No: 011681.00
Amendment No. 2

Dear Sir/Ms:

Make the following change to the bid document:

In the Bid Book (page 4), NOTICE TO SHIPBUILDERS, in the paragraph that begins; "All Bids must be accompanied by ...", **CHANGE** the Bid Bond amount in the second sentence from 5% to 1 ¼ %. Make this change in pen and ink.

The following questions have been received:

Question: Finance Information (page 10) – We ask that "audited" be replaced by "compiled" or "reviewed" by CPA firm.

Response: Reviewed or compiled financial statements can be substituted for an audited financial statement. The Department reserves the right to perform a more in depth review or audit, if in our opinion, we believe it is necessary.

Question: Payment Milestone (page 34) – We ask that the contractor be able to opt for the "Schedules of Value" method of payment.

Response: Article 19 of the Vessel Construction Agreement should be eliminated in its entirety and replaced with the payment provisions outlined in Section 108 - Payment in the Maine Department of Transportation Standard Specifications, Revision of December, 2002 as amended. The Bidders will need to provide a schedule of values with their bid, which will be reviewed and approved by the Department at the time of award for the successful bidder. The schedule of values should have sufficient detail to cover all major components or areas of construction for the vessel as well as provide an amount for mobilization. All areas listed should be measurable and may require receipt of invoices at time of payment for materials or equipment. It is proposed at this time to make payments on a monthly basis, unless the amount of work warrants a quicker schedule and it is agreed to by the Department. Payments will not be done more frequently than twice a month.



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Question: Could reviewed financial statements be substituted for audited financial statements? (See Article 7, page 10)

Response: Reviewed or compiled financial statements can be substituted for an audited financial statement. The Department reserves the right to perform a more in depth review or audit, if in our opinion, we believe it is necessary.

Question: Do D/WBE businesses need to be listed on the Maine DOT's Disadvantaged Business Enterprises list to count to the 1.9% set aside?

Response: Yes. In order to receive credit for compliance with the 1.9% goal, the firm must be listed on the Maine Registry. Firms listed on another states registry may apply for registration in Maine using a reciprocity process that is already established with most states. This is a relatively quick process and can be done after the award of a project.

Question: To manage expenses, we request that the bid bond security be reduced to ¼%. This is likely to still be worth approximately \$75,000 which would off set any reasonable rework required to sign a new builder in the case that the first choice could not comply with the contract requirements.

Response: Bidders may reduce the Bid Bond from 5% of the bid amount to 1 ¼% of the bid amount. Please see the above pen and ink change.

Question: We would request that you reduce the maximum payment in the schedule of payments for the project to no greater than 10%, and that you lower the value of the payment and performance bond to match that 10% of contract value. By doing this , your maximum payment is covered by the bond and the value of the bond is with a reasonable value for a shipyard to secure.

Response: The Payment and Performance Bond requirements will remain as currently written.

Question: Will the Coast Guard require an Automatic Identification System (AIS) on the bridge of this vessel?

Response: AIS is not presently required. The Proposed Notice to Rule Making is out, but no final rule has been put into effect yet.

Question: The machinery Control Booth (MCB) Option is very hard to quote given the fact that the MCB is suppose to house the controls for the main and auxiliary equipment. If the booth option is not selected, do we also eliminate the remote control of the equipment in the MCB? What equipment will be needed at the Engineer Control Station (ECR)?

Response: The option to remove the MCB includes removal of the bulkheads, windows, air conditioner, insulation, vibration isolation, outfitting and items that make it a booth. All of the required engineer's controls must still be included, just no booth.

Question: The Optional MCB, according to 46 CFR 72.05 requires that the control booth boundaries adjacent to the machinery space be constructed of A-60 material. This would include doors and windows. Should we be pricing the booth option to meet the A-60 requirements?

Response: The booth must meet A-60 requirements.

Question: Section 2.7 of the Construction Specifications state in paragraph four: "Continuous welding of the hull structure shall be ensured by means of scallops in the web frames, floors, etc". Could you please elaborate?

Response: The intent of 4th paragraph of Section 2.7 of the specifications to it insure that water, moisture, oil or other liquids can not enter any faying surface between the plating of the hull (shell, decks, bulkheads, flats) and any stiffening members (web frames, floors, girders, stringers, frames, brackets, coamings) in order to eliminate corrosion of these surfaces. By scallops we mean any opening in the stiffening members for drainage, air passage or weld clearance, one boundary of which is formed by the plating or another stiffening member. By continuous welding we mean that stiffening member welds to plating must be wrapped around and through these scallops, permanently sealing the faying surfaces.

Question: Can we use a European hydrophore whose tank does not meet ASME code?

Response: The hydrophore tank must meet the ASME code.

Question: We have a question on Section 30, Power Distribution, page 70, down to 9 Paragraph, which states that the vessel shall be outfitted with electrical lights as shown on Lighting Plan Drawing 575-02-332. We do not have this drawing. Could you please forward it to us?

Response: This drawing number was mis-labeled. It should have been called out as 575-02-305, which is included in the drawings that were provided.

Question: Piping Systems are calling for galvanized pipe, butt welds and various other requirements that make it expensive and difficult.

Response: This was asked at the pre-bid conference and the response indicated that it would be considered. Here is further clarification - "The only piping systems that must be galvanized are the fire main and bilge system. This galvanized piping shall not be painted but must be marked with color coded markings denoting the service and fluid."

Question: Request a three week extension.

Response: No additional extensions will be granted.

Consider these changes and information prior to submitting your bid on June 10, 2009.

Sincerely,

Scott Bickford
Contracts & Specifications Engineer